Oklahoma Department of Transportation

2023 ANNUAL REPORT

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A Message from the Secretary

Staying on course and gaining momentum was the Department's primary focus for 2023. As we continue our efforts to make Oklahoma safe and transform modernization into normalization throughout the Transportation Cabinet, it is with resolve that we reflect on our successes throughout this last year.

Oklahoma strives to be a Top 10 State in critical components of transportation infrastructure by addressing deficient shoulders on rural two-lane highways, improving highway pavement conditions and continuing to focus on our highway bridges.

Oklahoma's highway and bridge network is the backbone of our state's economy and connects all our families to our communities, our jobs, this nation and the world. From 2004 to 2021, Oklahoma improved from 49th to 5th in the Nation for highway bridge conditions. Continuing our Top 10 standing in 2022, the Department reported 49, or 0.7%, structurally deficient state highway bridges. The Department continues to maintain the goal of one percent or less of our almost 6,800 bridges reported as structurally deficient, while always managing a backlog of aging pavement and at-risk bridge infrastructure, along with growing operational and safety needs.

This year's momentum includes the Department's first Safe Oklahoma Summit and the announcement of House Bill 4100, which establishes a requirement for teen drivers to complete a work zone safety and first responder course before applying for their temporary driver license. We're proud to see Oklahoma taking the lead and the needed steps to do more to educate and engage drivers about being safe in work zones and how to safely share the road with first responders.

Additionally, the Department established two new field programs within our Environmental and Right-of-Way & Utilities areas. Implementing environmental field liaisons and field utility managers in each district has enhanced our communication and coordination with regulatory agencies and utility providers. These programs, and those similar, can only continue to provide vast improvements to Department operations.

These successes and others are attributed to the continued hard work of the transportation employees and continued support from the Legislature and Governor as well as our federal, state and local partners and the steadfast assistance of private sector companies. It goes without saying that the improvements that we have witnessed would not have been possible without that continuous focus and support.

Today, the Department remains diligent and continues our work to provide for the safest, most effective and best quality transportation system possible. Thank you to all involved.

Tim Gatz,

Secretary of Transportation
ODOT Executive Director

The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma.

Transportation Cabinet Guiding Principles

The Transportation Cabinet is an efficient, innovative, and customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation options throughout Oklahoma.

Improved Collaboration

Fosters integration and coordination of activities, expertise, and resources across projects and key department functions that can be better achieved together while improving transportation services for Oklahoma.

Enhanced Innovation

Promotes innovation across the organization and modernizes all business processes with data analytics and tailored technology solutions.

Greater Communication

Facilitates constructive communication that ensures participation and transparency across the organization.

Exceptional Customer Service

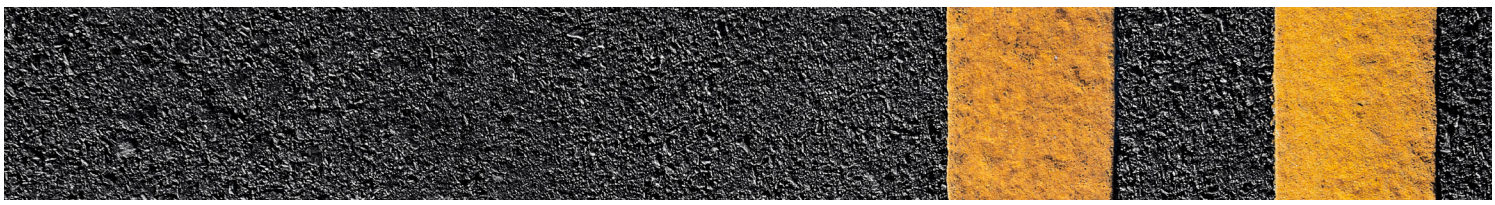
Prioritizes and manages internal and external customer service, and allows user needs to influence transportation planning.

Increased Efficiency

Streamlines organizational structure and functions while encouraging collective and proactive optimization of resources, delivery timelines, and results.

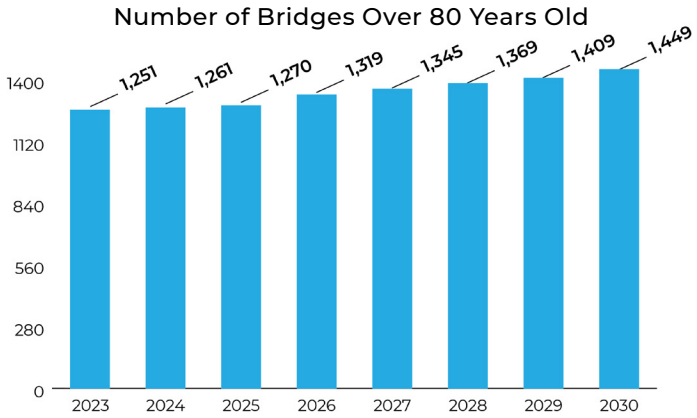
Rapid Adaptablility

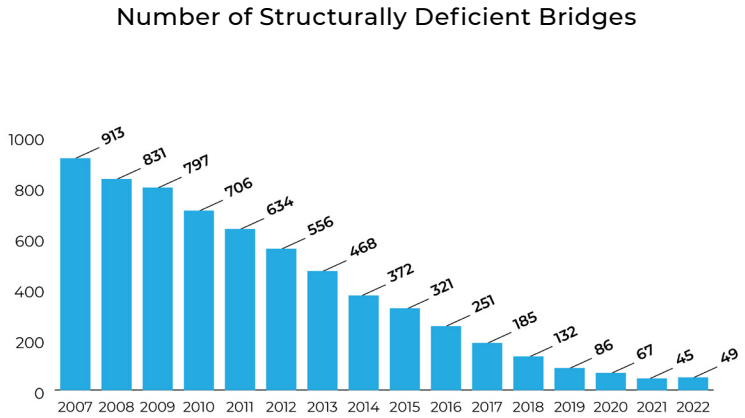
Enables the organization to rapidly address existing and emerging needs, allocate resources, and implement solutions accordingly.



Sustain Less than 1% Structurally Deficient On-System Bridges

Oklahoma first broke into the Top Ten national bridge ranking in 2019 after nearly two decades of focused planning and effort as well as significant support from the Oklahoma Legislature to reverse the state's 49th place in the nation for bridge conditions in 2004. At that time, 1,168 of the 6,800 state highway bridges, or 17%, of the structures maintained by the Oklahoma Department of Transportation were rated structurally deficient or poor condition.





The state highway system alone has more than 1,200 bridges that are 80 years old or older. It will take continued vigilance and effort to keep our infrastructure at a manageable level.

Bringing highway bridges into good condition and preserving them for the future allows the Department to put more resources toward other priorities such as improving pavement conditions, adding shoulders to rural, two-lane highways and tackling urban traffic congestion.

Refer to page 44 for a map of bridge replacements and major rehabilitation projects.

Decrease Traffic Fatalities

Make It HOME Safe

ODOT's first priority is to reduce the loss of life on state highways. ODOT uses public education, proven safety features, and new technologies to accomplish this goal. ODOT embraces the "toward zero deaths" vision and acknowledges that even one death on the transportation system is unacceptable. Oklahoma strives to provide and promote the safest roadway transportation system for all travelers — zero deaths, zero serious injuries. Since 2021, traffic fatalities in the state of Oklahoma have decreased by 6.8%.

Public Education

The Department wishes to remind all Oklahoma drivers that you can reduce your risk of being killed in a traffic crash by 45% if you buckle up in a passenger vehicle. That same risk is reduced by 60% if you are riding in a light-duty truck. As part of ODOT's safety campaign, "Make it Home Safe; Make Oklahoma Safe" the Department seeks to educate and encourage Oklahomans to not only drive safely, but also buckle up for their loved ones awaiting them at home.

Along with its safety campaign, the Department is pleased to report that House Bill 4100, effective November 2023, established the requirement for teen drivers to complete a work zone safety and first responder course before applying for their temporary driver licenses. The Work Zone Safe Program is a free online course that takes 45-60 minutes to complete and is for Oklahoma drivers ages 15 to 19 years old. Through virtual and hands-on tools, this new requirement provides teen drivers the foundation to become partners in work zone and first responder safety.

Learn more at workzonesafe.com.

This legislation was made possible through the shared commitment of the Department, the Oklahoma Turnpike Authority, the Oklahoma Highway Safety Office, the Oklahoma Legislature, and safety advocates like Work Zone Safe. ODOT extends a recurring thank you to all the teams who continue to contribute to this safety effort, including highway workers, contractors, first responders, educators, community leaders, agencies, and associations who have made this possible.

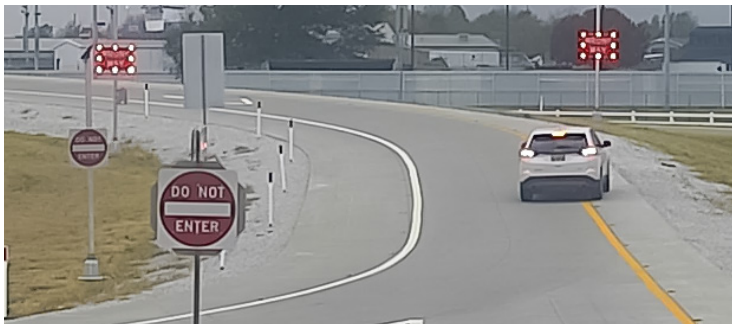
Safety Measures

Providing a safe transportation system includes the installation, maintenance, and upgrades of the physical markers and safety features that protect drivers on the road. Highway centerline and edge-line rumble strips are safety features that primarily aid in the reduction of head-on and opposite direction sideswipe collisions, as well as run-off-the-road crashes. These strips are also effective when inclement weather obscures pavement markings and drivers need to locate the travel lane. Rumble strips are rectangular depressed units of pavement that create a physical vibration in a vehicle cabin when tires drive over them. That vibration and noise is intended to alert drivers, especially inattentive ones, that their vehicle is leaving the travel lane or crossing the center line. The Department has added more than 1,485 miles of centerline rumble strips as part of the Highway Safety efforts from 2019 through 2023.

Since 2022 and into 2023, an additional assortment of standard safety features like signage and striping have been installed. Lane lines or striping are fundamental paved-road features that can affect a driver's safety when those lanes or symbols lose their clarity and reflectivity during day, night, or inclement weather. In late 2023, ODOT planned and contracted 340 miles of striping upgrades around the state, and installed 36,000 raised pavement markers and 23,000 square feet of sign upgrades. While it is easy to identify off-ramp wrong way signs throughout Oklahoma's interstate system, there are additional standard wrong way countermeasures that the Department installs and maintains each year, and is implementing new technologies as well.

New Technologies

Wrong way countermeasures are critical safety signals and devices that help deter drivers from entering interstate off-ramps within different interchange designs. As of 2022, the Department has invested in new technology that requires the installation of thermal sensors and flashing lights on pre-existing wrong way signs. When a vehicle traveling the wrong way is detected, flashing lights alert the driver of their wrong way error. The interchange ramps identified as highest risk for wrong way incidents were decided using multiple factors including, but not limited to, crash frequency data, proximity of establishments serving alcohol, nighttime visibility and lighting conditions, as well as geography. The Department has purchased just under 70 of these wrong way systems, with installation complete in various locations along I-44 East and I-35 North, and additional projects planned for sections of I-40 West and I-35 South in the coming years.



Decrease Miles of Rural Two Lanes with Deficient Shoulders

Oklahoma's rural communities have long been key to Oklahoma's agriculture and energy-based economies. The rural roads and highways were often not designed for today's heavier trucks, increased traffic demands and higher operating speeds. About 5,248 miles of Oklahoma highways are two-lane facilities with deficient shoulders. These deficient facilities account for about 56% of our 9,441 miles of two-lane highways. The current 8-year Construction Work Plan contains 1,100 miles of improvements to rural two-lane highways with deficient shoulders representing one of the largest investment areas in the workplan, which will significantly reduce severe accidents and fatalities caused by vehicle lane departures and overcorrections.

Refer to page 45 for a map of two-lane highways without paved shoulders.

Increase Lane Miles in Good Condition

Much like Oklahoma's bridges, highway pavement surfaces require systematic preservation to maximize their life cycle. With the advent of the Roads Funds and the long-term focus on bridge infrastructure now in the sustaining phase, ODOT is turning attention to invest in and develop a timely surface preservation program that focuses on extending the life of highway pavements.

Based on the annual evaluation of the pavement conditions, 1.51% or 458 lane miles of the total 30,454 lane miles of ODOT highways are rated "poor" by the federal condition standards. Projects in the 8-Year Construction Work Plan and the 4-Year Asset Preservation Plan are designed to improve and extend pavement life, and bring pavement ratings from "fair" or "poor" to "good". Between these two plans, ODOT is proposing to improve nearly 5,629 lane miles to "good" condition in the next eight years.

Improve Mobility

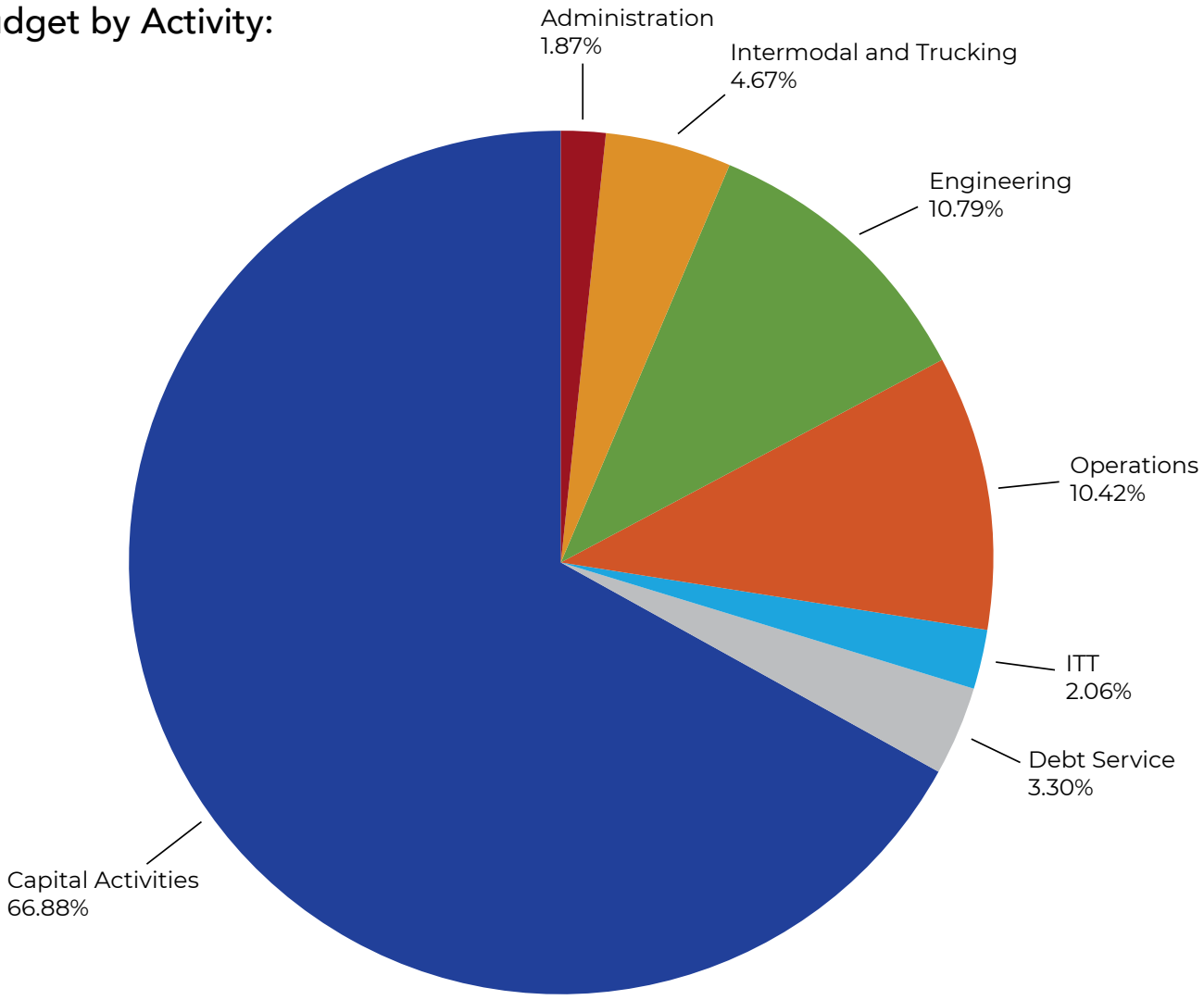
Traffic on Oklahoma's major highways has increased dramatically in the past two decades and freight traffic is expected to continue to compound for the foreseeable future. The daily vehicle miles traveled on highways with more than two lanes in 2022 was 53.66 million miles (72.6% of all vehicle miles traveled in the state). Improvements to these facilities are often the most expensive and resource-consuming projects, but also yield high returns and have an immediate impact on safety and travel times. ODOT has completed improvements to the major urban interchange at Interstate 44 and Broadway Extension in Oklahoma City, and phased work is continuing on the Crossroads Interchange in Oklahoma City, and the US 75 and Interstate 44 Interchange in Tulsa to name a few.

The Department's commitment to safety for the traveling public is never complete. Addressing and deploying highway safety improvements that could prevent property damage, injuries, and the tragic loss of life, is not only paramount to the mission, but has ODOT's full attention.

Funding

The Legislature authorizes ODOT's budgetary expenditures from historically available transportation funding sources. These sources are state funds from state motor fuel taxes directed to the State Transportation Fund; vehicle fees, motor fuel taxes, and income taxes directed to the Rebuilding Oklahoma Access and Driver Safety Fund; and federal funds from federal motor fuel taxes directed to the Highway Trust Fund and transfers from the nation's General Fund. In addition to the traditional "on-highway" activities, the Department also administers several state and federal transportation funding programs for freight and passenger rail, transit, and local government entities.

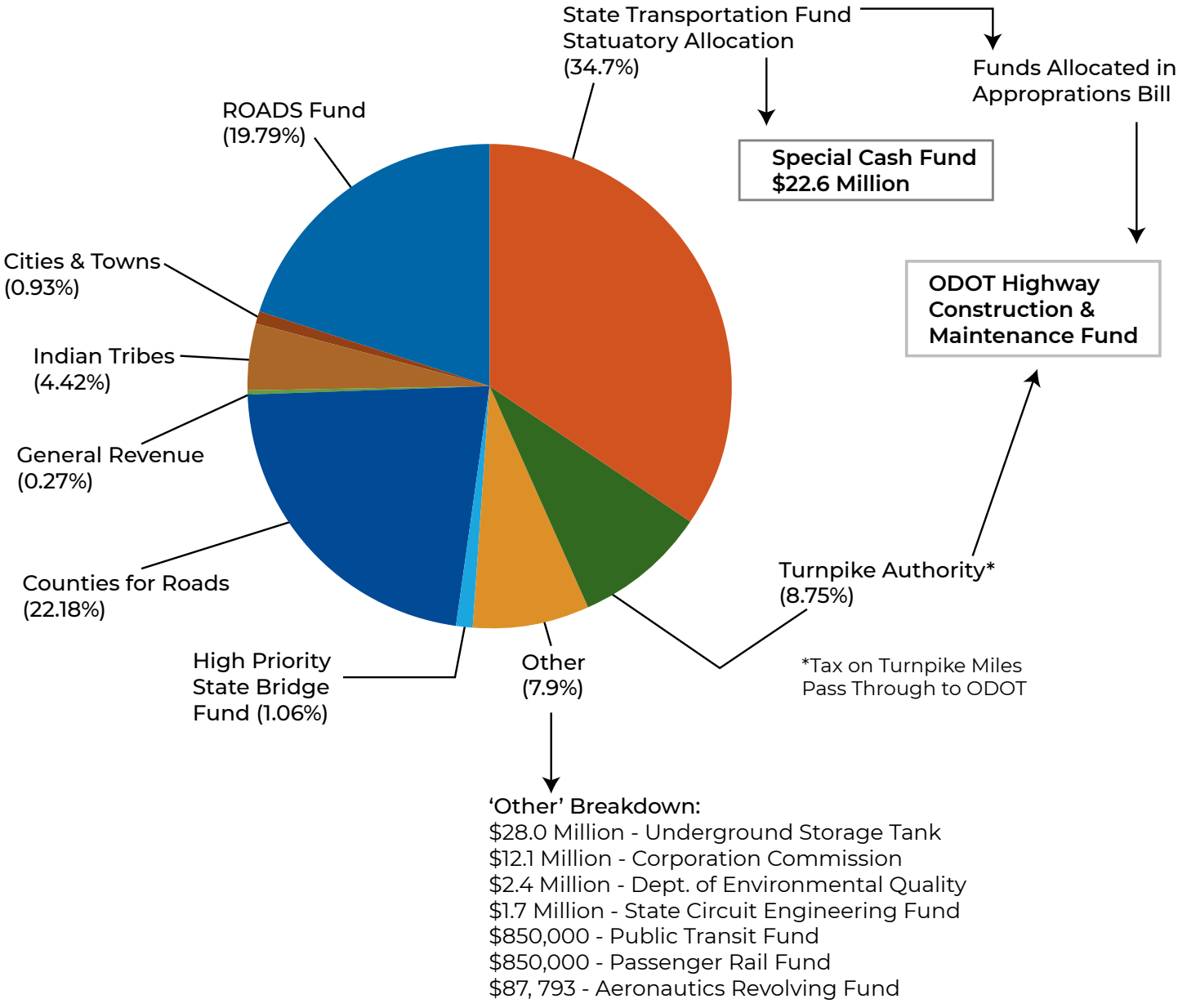
Budget by Activity:



State Funding

Motor fuel taxes are the main source of revenue for the Highway Construction and Maintenance Fund, ODOT's long-standing source of state funding. The different taxes deposited to this fund include the gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. Consumers with fuel-powered vehicles pay a fuel tax every time they buy gas, making the gasoline tax the largest revenue generator for the Department's highway and maintenance fund. Currently, the gasoline tax rate is 20 cents per gallon and the diesel tax is 20 cents per gallon of which 19 cents goes to transportation. This ranks Oklahoma as the 45th lowest rate in the nation. On natural gas used for motor vehicle fuel, there is a transportation-dedicated 5 cents per gallon gasoline-equivalent excise tax. These motor fuel tax revenues are divided among the Department and municipalities, Native American tribes, and county governments for road and bridge maintenance.

It should be noted that the gas tax is a volumetric tax on fuel. As the vehicle fleet has become more fuel efficient and as the numbers of alternatively fueled vehicles like compressed natural gas and electric vehicles increase, the incoming revenue to address transportation needs will continue to decline.



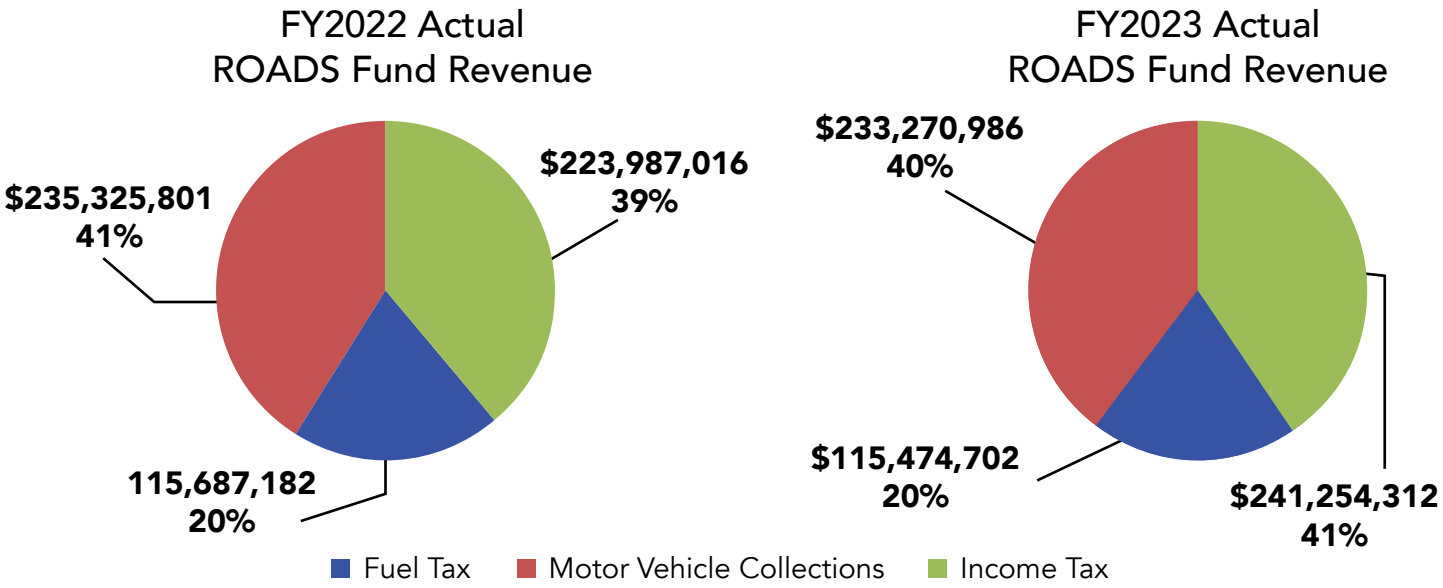
Since its inception in 2006, the ROADs fund has steadily increased to its cap of $590 million in SFY 2024. Originally the fund contained Income Tax, and has changed to include Motor Fuel Tax and Motor Vehicle Tax in an attempt to line up taxes with the derived revenue (HB 1010 and HB 1014) with the remaining comprising of Income Tax.

In addition, the County Improvement for Roads and Bridges (CIRB) Fund, as administered by the Department, was incrementally increased over time to 20% of motor vehicle registration fees and capped at $120 million beginning in SFY 2016. As part of the cap, $30 million is transferred to the counties through a specified formula for maintenance and operations. HB4459 signed in May 2022 increases the county allocation to $145 million by 2027.

Impact to the ROADS Fund from 2018 Legislation

HB1010XX: Allocated 3 cent gasoline tax & 6 cent diesel tax to the ROADS Fund effective FY 2020.
This Measure further transferred equal amounts received into the ROADS Fund from income tax to General Revenue.

HB1014XX: Reallocated certain Motor Vehicle collections from General Revenue to the ROADS Fund.



Federal Funding

Authorizing legislation commonly referred to as the Federal Highway Bill is what authorizes projected federal funding levels for highways, usually for a period of five years. Consistent, long-term funding anticipations are critical to plan and prepare projects accordingly. Each year, the obligations for this legislation are funded through the annual Federal budgeting and the congressional appropriations processes. The sources for the dedicated federal transportation funding appropriation are the gasoline and diesel tax deposits directed to the Highway Trust Fund and general fund transfers. It is important to note that the Highway Trust Fund has long been insolvent and the motor fuel tax deposits do not begin to fund the authorized revenue levels.

Congress has designated each state's department of transportation as the agency solely responsible for interacting with federal highway funds with oversight from the Federal Highway and Federal Transit Administrations (FHWA and FTA). Because of this, ODOT administers federal funding for roads and bridges regardless of infrastructure ownership. Therefore, all traditional congressionally identified or discretionarily-funded city street and county road projects using federal highway funds are administered by and through the Department, with a few exceptions from the recently enacted Infrastructure Investment and Jobs Act (IIJA) that has provided some local entities to directly receive

federal funds in certain programs and grant opportunities. Since the signing of the Infrastructure Investment and Jobs Act or IIJA in November 2021, the Department estimated and planned for about a 30% increase in additional federal funding in the revenue projections utilized to balance the 8-Year Construction Work Plan for 2022-2029. Unfortunately, since IIJA, inflation, material supply chain, and labor force issues are impacting the Department's costs resulting in major pay items increasing by 63%. IIJA does include and incorporate the Federal Transit Program (customarily part of the Reauthorization of the Highway Bill) with an additional formula Grant revenue commitment above the previous FAST Act Funding levels of about 43% (estimated) when comparing FFY 2021 to FFY 2022.

Revenue Challenges

Challenges remain to provide new and non-traditional transportation revenue streams that can provide consistent and increasing funding levels for transportation. The gas tax at both the state and federal levels is a volumetric tax on fuel. As the vehicle fleet has become more fuel efficient and the numbers of alternatively fueled vehicles like compressed natural gas and electric vehicles increase, the incoming revenue to address transportation needs will continue to decline. Even though vehicle miles travelled is expected to grow at a rate of 1.5% annually, fuel tax growth is expected to be negligible and even decline by 2030. By 2050 actual fuel tax revenue will be over 50% lower than today's level when adjusted for inflation. For these reasons, the Road User Task Force was formed in 2022 as directed by HB1712. As directed by the legislation, a Pay-per-Mile pilot was conducted and the Task Force provided a summary report that included recommendations and options for legislative consideration.

To view this summary report, visit oklahoma.gov/odot/ruc.

Debt Financing Commitments

State Bond Issues

The Oklahoma Capitol Improvement Authority ("OCIA" or the "Authority") is authorized to issue bonds, notes or other obligations to finance construction of highways in the State of Oklahoma. OCIA may also issue refunding bonds to refinance its existing obligations, if economically feasible. Due to a revenue challenging period, OCIA debt financing for highway infrastructure became a necessary tool for continued economic development within the State. OCIA refunded and issued bonds in calendar year 2020 at a significant savings with the obligation scheduled to pay off in 2051. The Department, in order to advance critical safety projects and reduce the overall number of lane miles with deficient shoulders, is in the final stages of acquiring a TIFIA loan. The loan with its unprecedentedly low rates is expected to be finalized over the next several months.

State Bond Program	Outstanding Principal as of June 30, 2023	State FY 2024 Debt Service
2009B	$ 12,450,000	$ 12,521,577
2016	$ 129,755,000	$ 15,101,011
2020A	$ 40,410,000	$ 17,716,319
2020B	$ 161,115,000	$ 9,931,609
2020C	$ 10,895,000	$ 5,523,695
ODOT TIFIA RAAMP I	$ 43,281,728	$ 2,383,744
ODOT TIFIA RAAMP II	$ 44,649,400	$ 2,500,000
	$ 442,556,128	$ 65,677,955
GARVEE - Federal Program		
2018A	$ 49,810,000	$ 5,995,500

GARVEE

Title 69 section 2001 E (2) provides authorization to ODOT to issue Grant Anticipation Notes for projects of economic significance. In 2018, ODOT issued $90 million of debt to fund the Gilcrease Expressway project in Tulsa using federal highway funds. The Department partnered with Oklahoma Turnpike Authority, City of Tulsa, Tulsa County, Indian Nations Council of Governments, and the Federal Highway Administration to leverage their resources and bring this major project forward that would have never happened otherwise.

Contractual Obligations

During the past several years the Department has consistently had more than $1 billion in outstanding contract obligations relating to right-of-way acquisition, project design, construction and other project delivery-related activities for ODOT's Capital Activities. As contracts are awarded, cash funds consisting of state sources are reserved for expenses to ensure progressive payments can be made as work is completed and federal reimbursements are requested for the eligible share, which are then returned to pay future progressive payments. Consequently, all cash balances are committed and reserved to meet these legal obligations and daily operations. Due to the nature of highway construction, most projects extend over multiple fiscal years, thus these cash balances are necessary to carry-over to the next fiscal year until construction is complete.

Investment Strategies

Asset Preservation and 8-Year Construction Work Plans

A foundational element of ODOT's mission is to enhance the safety of the traveling public. This requires that resources are first allocated towards the daily maintenance of Oklahoma's transportation system. The public's first line of defense lies in the Department's ability to effectively perform its scheduled maintenance tasks and efficiently respond when emergency situations arise. The Department's planned maintenance includes traffic sign replacement, lane striping, pavement resurfacing and bridge upkeep, but it is also prepared to respond with snow and ice removal, as well as emergency bridge and pavement repairs.

To maximize the life-cycle of its facilities, the Department develops an Asset Preservation Plan that is intended to address the heavier, state-of-good-repair improvements around the state. The field district engineers annually review and validate this plan's scheduled projects and also define which preservation activities take priority according to current condition and funding availability. The Asset Preservation Plan not only supports project priorities but maintains the integrity of the field district engineer's transportation system management strategy. When additional resources become available, every effort is made to accelerate these much-needed preservation projects.

The long-term direction of ODOT's dedicated maintenance and asset preservation resources is intertwined with and influenced by the Department's ability to deliver scheduled larger-scope facility improvements that are planned many years in advance through the 8-Year Construction Work Plan. This plan identifies projects for these larger scope improvements, contains an annual needs assessment, and is fiscally constrained based on state and federal funding projections. The current eight-year funding projection uses a conservative funding model based on federal funding levels and state funding determined by the budgetary commitments of the Legislature.

Major Updates

The Transportation Cabinet continues to pursue its ultimate goal to be a Top Ten State for transportation quality and service delivery. The Department is consistently identifying ways to streamline operations, create efficiencies and nurture cross-functional relationships with the long-term needs of Oklahomans in mind. Some of these efficiency savings include a reduction in vehicle fleet, facility footprint, project bundling and surplus land sales for an estimated total of $8 million since 2019. Additional improvements are coming with long needed updated technologies and standardizing policies and standard operating procedures.

Efficiencies

Field Liaisons and Coordinators Increase Oversight

Though separate but similar initiatives, ODOT's Right-of-Way & Utilities and Environmental Programs have officially stationed field liaisons in district offices throughout the state, creating improved communication and coordination for both programs.

Relocating utility managers to their respective districts has been an ongoing process since August 2022. Utility issues on project sites that once required escalation and phone calls to Central Office are now addressed before news reaches the district engineer or construction engineer's desk. Face-to-face conversations have also proven essential when discussing plans and relocation proposals.

Following a successful District 4 pilot program that placed an Environmental Programs liaison in the field district, ODOT is now expanding the program statewide. In addition to filling a knowledge and oversight gap, this liaison also removes the barriers of time and distance when responding to immediate environmental concerns. Visiting project sites with more frequency and during important phases of construction has enabled liaisons to spot issues and solve problems, improving compliance and fostering relationships with resource agencies and contractors.

Workplace Solutions in the Field

Since 2020, efficient and flexible workplace solutions have progressed throughout the Department's districts. From mobile work via laptop at project sites, to combining entire facilities, these solutions not only create long-term cost and time savings, but also encourage collaboration and cross-training opportunities between crews.

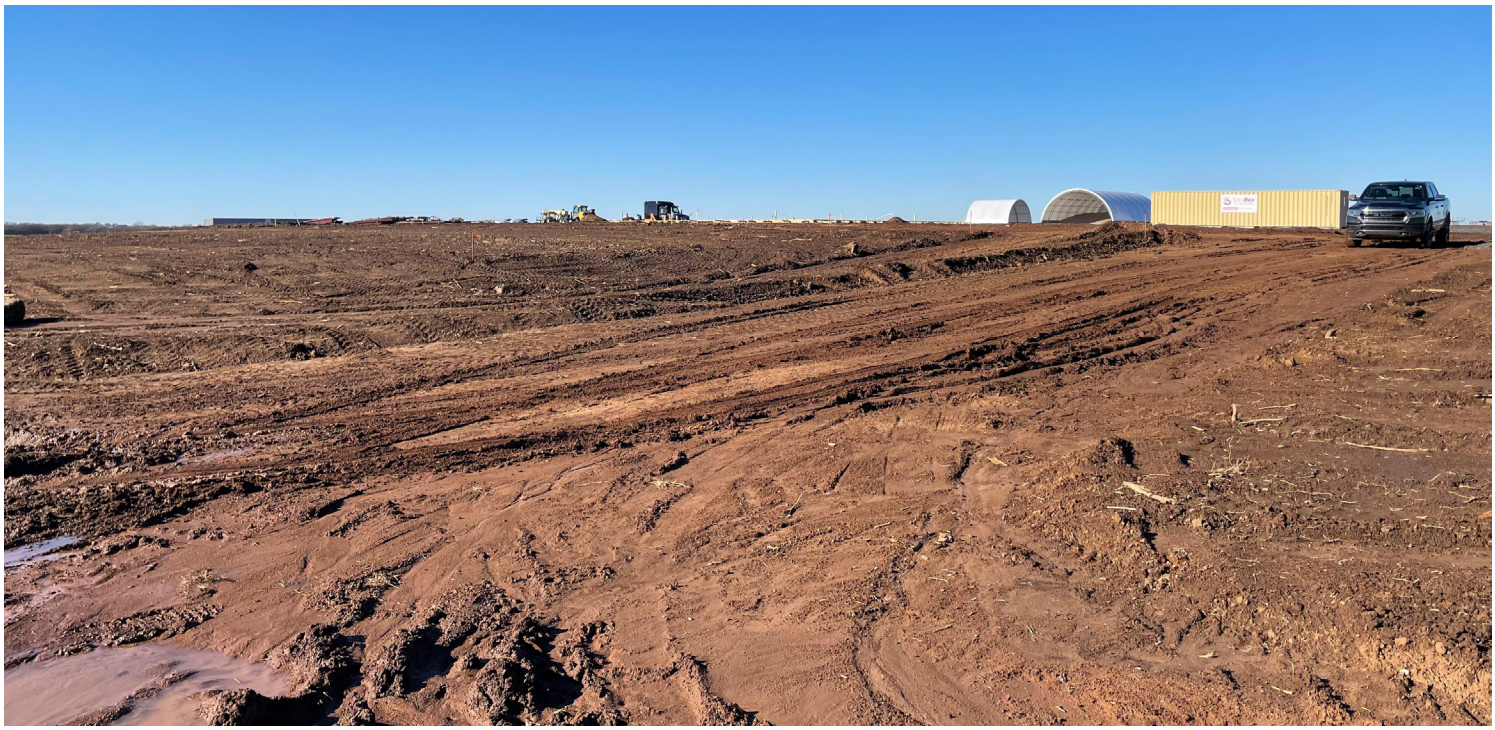
In early 2023, District 1's Muskogee Residency was combined with its headquarters. This district has embraced the mobile inspector model to increase their construction inspectors' availability at job sites. By allowing inspectors to work from their trucks at job sites, the requirement to pick up their work trucks twice a day is obsolete. The result was less than a handful of people using the Residency offices at any given time. Headquarters now has four new office spaces and a repurposed telework shared space on the second floor.

District 1 is also in the design phase for a combined Sallisaw facility that will house the Sallisaw Interstate Maintenance crew, Sequoyah County Maintenance crew, and the Sallisaw Construction Residency. Construction is planned to begin in 2025.

This year, District 4 broke ground to combine the Tonkawa Interstate Yard and the Kay County Maintenance Yard on a 20-acre site on the west side of I-35 near Tonkawa.

District 7 is combining its Carter and Love County Maintenance yards with the I-35 Maintenance Crew. This new facility is being constructed near Ardmore along I-35 and SH-77 Scenic and is anticipated to be completed within one year. A new and larger salt shed will also be constructed to reduce concern for salt shortages during heavy winter storms along I-35.

All three districts are looking forward to crew collaboration and updated facilities that will enhance their ability to maintain and store field equipment.



Payroll Fully-Converted to Bi-Weekly

The Department's Payroll unit successfully collaborated with the Turnpike Authority to transition the Authority's pay schedule from monthly to bi-weekly payroll in fall 2023. This transition has created a streamlined process for the shared service payroll team.

Autonomous Safety Equipment

The Department is always seeking new ways to keep field crews out of harm's way while on the job. While working road-side is always a risk for our crews, autonomous safety equipment removes people from the most dangerous roles in a work zone. To this end, ODOT now has implemented the use of auto flaggers and an autonomous attenuator vehicle.

Auto Flaggers

An auto flagger is a mobile system with a mounted cross-bar, traffic light, and sign. The cross bar and light are operated by remote control by a worker from a safe position away from traffic. All eight of ODOT's field districts are now equipped with at least one pair of auto flaggers that replace the need for human flaggers to direct the flow of traffic around work zones.

Autonomous Attenuator Vehicle

Acquired by the Department in 2023, ODOT's autonomous attenuator vehicle removes the need to seat a driver in a standard truck-mounted attenuator or TMA vehicle. An attenuator vehicle follows road-side crews and is designed to protect crew members from traffic by providing a mobile barrier during maintenance and repairs.

ODOT's autonomous TMA vehicle will be piloted throughout 2024.

Accomplishments

Mega Grant for Vital Infrastructure Improvements

The Department has been awarded an $85 million National Infrastructure Assistance grant to help fund multiple project work packages on the I-44 and US-75 Interchange in Tulsa. This Mega Grant is the largest transportation grant awarded in Oklahoma's history and is vital to completing critical safety and operational improvements for this heavily traveled interchange.

The first work packaged worth $90 million concluded major construction in late 2022, while the next three packages are tentatively scheduled to let in 2024. Those three improvement projects total $205 million.

10 Projects in 10 States, ODOT to Receive ADCMS Grant

In late 2023, the FHWA announced nearly $34 million in Advanced Digital Construction Management System Program grants for 10 projects between 10 states. Oklahoma was selected to receive $3 million to develop and implement a comprehensive digital project delivery plan, as well as enhance data collection through the use of GPS equipment and 3D models. Described by the FHWA as digital technologies and processes designed to manage construction and engineering activities, ADCMS are used to improve numerous project phases, manage assets, and maximize interoperability.

Annual Safety Summit Makes its Debut

In partnership with the Federal Highway Administration, the Department co-hosted the first Safe Oklahoma Summit on October 4. This new annual occasion in Oklahoma City saw nearly 400 attendees from around the state. Uniting the Department and FHWA with first responders and other Oklahoma partners in safety, the summit featured intentional discussions between agencies and offered opportunities for leveraging resources that could ultimately reduce and prevent collisions.

Monarch Program Recognized for Excellence

The ODOT Monarch Program received the 2023 State Government Program Environmental Excellence Award at the annual Keep Oklahoma Beautiful Banquet in November 2023.

The Department's Monarch Program was established in 2016 to promote native and pollinator habitats along Oklahoma's roadways. This commitment involves reduced mowing during migration, targeted herbicide use, habitat preservation, educational events, and adding monarch-friendly plants to seed mixes. ODOT is also part of a national partnership of over 30 energy and transportation industry partners dedicated to conserving a collective 824,704-acres across the US.

MoveOK Mobile Application for Active Transportation Routes

Thanks to efforts from bicycle advocates, planners, and members of the state Legislature, the Department has released its map-based mobile app, MoveOK, for Oklahoma's active transportation routes. Benefiting cyclists and hikers, this application helps users locate state and national trails, such as the Oklahoma Adventure Trail and the Chisholm Trail.

In addition to essential features like saving their favorite routes and recording trip times, users can also better plan their excursions using MoveOK's roadway data, including their intended route's various elevation profiles, rumble strip information, and more determinations that affect difficulty and safety.

Willis Bridge Completion

The Department has finished the taller, wider, and safer version of the 62-year-old Willis Bridge on SH-99/US-377 in Marshall County. Connecting Whitesboro, Texas to Madill, Oklahoma, the new structure is 5,462 feet long and still holds its title as the longest state-maintained bridge in Oklahoma. Demolition for the previous Willis Bridge will continue into 2024.

Future Plans and Projects in Motion

AASHTOware Construction Implementation

The AASHTOware Project Construction & Materials module is a powerful application spanning all levels of construction and materials management to progress a contract and its supporting documentation from award through finalization. This implementation will reduce security risk, allow contractors system access, and create transparency throughout construction projects. Completion is scheduled for the end of 2024.

Rolling Oklahoma Classroom Collaboration

ODOT is collaborating with the Oklahoma Transit Association's Rolling Oklahoma Classroom (the ROC Bus) to educate citizens about their public transit options across the state, in addition to raising awareness on human trafficking prevention. ROC is a unique project supported by a Federal Transit Administration grant and is designed to engage rural, tribal, and urban communities with their public transit options and is also available to provide hands-on safety and security training to transit workers regarding human trafficking.

Oklahoma's NEVI | National Electric Vehicle Infrastructure

The NEVI Formula Program is part of and funded by the Infrastructure Investment and Jobs Act passed in late 2021. This $5-billion legislation intends to establish a network of 500,000 EV (Electric Vehicle) chargers across the U.S. by the year 2030.

Oklahoma's NEVI Program began with the NEVI Plan development in 2022, led by the Department in coordination with the Oklahoma Secretary of Energy and Environment. ODOT's first priority is to establish alternative fuel corridors (AFCs) along major interstates followed by adding more corridors and other community-based charging stations around the state. The Department nominates AFCs with help from a committee that includes various Clean Cities Organizations around the state, and the Federal Highway Administration selects the final designations. As of 2023, there are 24 NEVI-compliant charging stations in Oklahoma, with 22 located on designated AFCs across Oklahoma. These charging stations are to be Public-Private-Partnerships, and not owned, operated or maintained by ODOT.

This year the number of Oklahoma-registered electric vehicles (EVs) reached 16,000. As EV adoption rapidly grows and more EVs are registered for the road, Oklahoma 's NEVI infrastructure development will enable safe and flexible travel while also reducing 'range anxiety' for EV travelers.

To read more about NEVI and Oklahoma's plan, visit oklahoma.gov/evok.

Tulsa Storm Response

In the late hours of June 17, a severe storm rolled across a large portion of northeastern Oklahoma, producing devasting straight-line winds and a few tornadoes. The counties hit the hardest were Creek, Tulsa, Rogers and Mayes.

Straight-line winds measuring more than 90 miles per hour caused damage to a large section of the City of Tulsa. The metro experienced widespread power outages and structural damage to numerous homes and businesses. Countless trees were damaged or completely uprooted.

With Gov. Kevin Stitt and Lt. Gov. Matt Pinnell out of state at the time, acting-governor Senate Pro Tem Greg Treat signed an emergency declaration for the affected counties, resulting in the City of Tulsa requesting Oklahoma Department of Transportation and Oklahoma Turnpike Authority assistance in the cleanup efforts. Crews were tasked with removing tree debris that littered and, in some cases, still blocked arterial and residential streets.

District 8 began mobilizing crews on Thursday, June 22, with other crews from across the state rolling in the next morning. Overall, more than 150 ODOT staff members were deployed throughout the city. OTA responded with up to 60 people every day.

Over the course of two weeks, crews from both agencies worked over 25,000 hours and hauled more than 6,200 loads of debris to two green waste sites in the city. Additionally, OTA assisted Public Service Company of Oklahoma in its efforts to restore power with a full closure of the Gilcrease Expressway for several hours while they repaired a major overhead power line.

Freight Transportation in Oklahoma

The Oklahoma Department of Transportation is committed to developing and maintaining a multimodal integrated surface transportation network that enhances commerce and supports Oklahoma communities. Oklahoma's economy relies on more than one type, or mode, of transportation, including commercial motor vehicles or trucks, railroads, as well as ports and the McClellan-Kerr Arkansas River Navigation System (MKARNS) in Oklahoma.

Reliable freight transportation enables productive business and market connections between Oklahoma, the United States, and the greater global economy. Oklahoma's central geographic location means the transportation network is vital to not only Oklahoma's continued growth and prosperity, but also to the nation.

The Department analyzes the flow of freight traveling within, passing through, and entering or exiting one way in Oklahoma. Freight flows reflect the most recent year for which consistent and comprehensive data are accessible for each freight mode. This report describes freight flows on major highways, the freight rail network and the MKARNS.

Total freight flow volumes, by mode, indicates several points as follows:

The largest total freight volumes, for all modes combined, occur in the north-south corridor that includes the I-35 truck corridor and the Burlington Northern Santa Fe Railway (BNSF) corridor. Those volumes are greatest between the Texas border and north-central Oklahoma, where some of the volumes are dispersed in east-west directions. A total of 519.3 million tons, or 63.7% of all the state's freight traffic is not destined for, but passes through Oklahoma. The remaining 36.3% is freight that is inbound, outbound, or occurring within the state. Most of Oklahoma's freight, 59.7% of total tonnage, is transported by truck.

Trucking | Oklahoma's Major Corridors

Understanding the volumes of commercial freight relying on Oklahoma's highway system informs the Department's focus on bridge infrastructure and needed highway improvements. Load-posted or deficient bridges present significant and costly obstacles to the conduct of business and commerce for trucking in Oklahoma. The Department's focus and commitment to improving bridge infrastructure ensures that highway structures are in a condition that can support the safe and efficient travel for both legally loaded trucks and permitted loads in all areas of the state.

Highways that have consistent truck volumes at or above 5,000 vehicles per day or truck volumes that represent 40% or more of the total traffic are considered high-volume truck corridors. I-40 truck volumes outside of the Oklahoma City metropolitan area range between 6,000 to 8,000 freight vehicles per day. While trucks are a larger percentage of total vehicles in most rural areas around the state, some locations on I-40 see one truck for every two vehicles. In central Oklahoma, I-40 truck volumes exceed 10,000 vehicles per day.

- I-35 truck volumes increase from north to south, with the peak in the Oklahoma City metropolitan area.
- I-44 truck volumes increase from southwest to northeast with the highest volumes in the northeast corner of the state near Missouri.
- US-69 crosses the eastern one-third of the state and handles up to 6,500 trucks per day with the highest volumes in Pittsburgh County southwest of McAlester.
- US-64 and US-287 in the Oklahoma panhandle serve commercial carriers traveling between Texas, Kansas, New Mexico and Colorado. Trucks comprise more than half of all vehicles on these roadways.

Ports of Entry

By closely monitoring freight ingress at the state line, the appropriate state agencies can better enforce vehicle and freight laws and regulations, ensure proper truck registration, operation and permitting and enforce weight and size regulations. Ports of entry are state-checkpoint entrances where commercial motor vehicles receive credential and safety inspections. Illegally loaded or operated trucks have a negative impact on the condition of our transportation system and on the safety of the traveling public.

In 2008, the Oklahoma Department of Transportation, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority announced a partnership effort and established a goal to develop multiple new port-of-entry facilities at key points on Oklahoma state lines. These state-of-the-art facilities establish a front line that is necessary to create a safer and more responsible freight transportation environment on the highway system. Five ports of entry have been completed to date. These include:

- I-35 in Kay County at the Kansas state line,
- I-40 in Beckham County at the Texas state line,
- I-40 in Sequoyah County at the Arkansas state line,
- I-35 in Love County at the Texas state line, and
- US-69/75 in Bryan County at the Texas state line.

Using innovation and technology, ODOT opened Oklahoma's first Virtual Weigh Station in September 2021 on US-412 in Delaware County at the Arkansas state line. The second Virtual Weigh Station is due to open in early 2024 on US-69/75 in Bryan County at the Texas state line.

Oversize/Overweight Truck Routing and Permitting System

It is critical for the safety of the traveling public and the life of the highway infrastructure that only legal and permitted loads are operating on Oklahoma's highways. The existing oversize/overweight permitting and routing process is an online system that provides carriers with the ability to submit a standard permit request, generate a safe route and automatically pay for and receive an electronic permit at any time of day. In 2022, HB 4008 transferred the administrative functions of the size and weight permitting process to the Department of Transportation. This transfer placed the permitting process in the agency most impacted by oversize and overweight loads, which has provided a greater level of oversight to ODOT. Oklahoma Highway Patrol is still engaged in the process of providing escorts for properly permitted oversize and overweight loads.

In 2023 there were 200,335 permits issued. With the automated system, most permits are in a customer's hands in less than five minutes, leaving the previous 24-hour turnaround an inconvenience of the past. Since the system is available 24 hours/7 days a week, it provides customers with working options on weekends and late hours of the day, even when state offices are closed.

Rail

The Oklahoma Department of Transportation serves in many roles related to railroads and railroad-related activities. ODOT currently manages leases with five railroad companies operating on state-owned track, administers the Federal Highway Administration's Grade Crossing Safety Program, which provides funding for safety improvements to Oklahoma's nearly 3,450 at-grade public rail/roadway intersections, serves to liaise with the rail companies for ODOT projects that involve operations or railroad property, and reviews federal funding opportunities to grow and improve Oklahoma's freight rail systems.

Freight traffic continues to be the main source of railroad activity in the state. An estimated 322 million tons of freight is transported by rail in the state each year, with many rail lines carrying 50 to 100 trains a day. Rail freight traffic volumes are the heaviest in the corridor on the Burlington Northern Santa Fe Railway (BNSF) line in the northwestern part of the state and on the north-south BNSF route in the central part of the state, both carrying between 50 and 100 trains per day. The next highest train traffic volumes are shown on the Union Pacific Railroad (UP) lines, one parallel to US-81 north to south through the central part of the state and another in the eastern part of the state roughly paralleling the US-69 corridor.

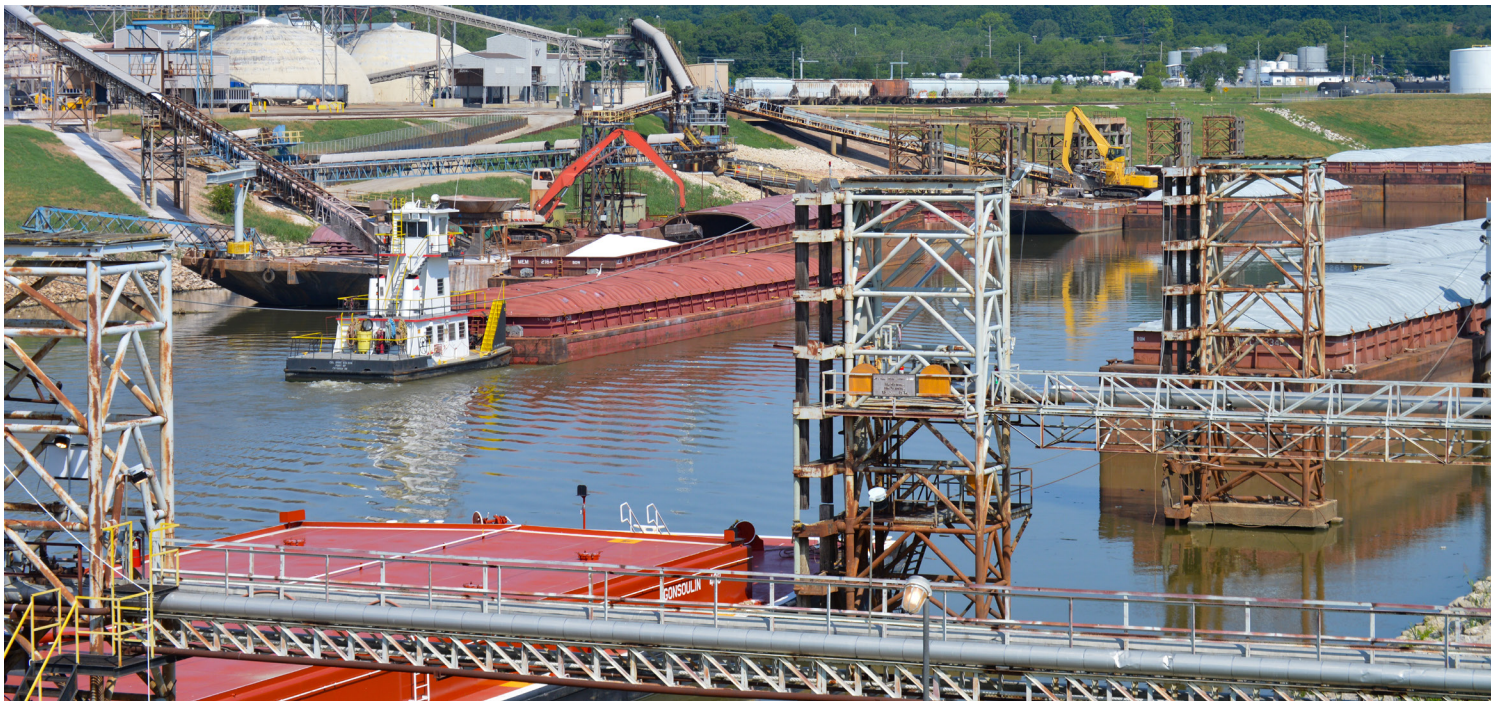
Rail freight traffic is projected to grow significantly during the next few decades. The number of trains on some corridors is expected to double in the next 25 years and the largest growth in freight traffic per day is expected on the BNSF line in the northern part of the state. Rail flows to, from and within northeastern Oklahoma are expected to see strong growth as well, boosted by gains in exports from the Tulsa area to Arkansas and Missouri.

In addition to the BNSF and the UP, the Kansas City Southern Railway Company is the third Class I railroad operating in Oklahoma. Additionally, Oklahoma has 18 Class III carriers.

Waterways

Movement of cargo by inland waterway is the most economical, safe and environmentally friendly way of shipping bulk and oversized cargo. Ports and waterways are an important component of Oklahoma's network for transporting these goods. The McClellan-Kerr Arkansas River Navigation System (MKARNS) is Oklahoma's primary navigable waterway originating at the Tulsa Port of Catoosa, northeast of Tulsa and flowing southeast to the Mississippi River. The MKARNS waterway links Oklahoma to a 12-state service area with various domestic ports on the U.S. inland waterways system and foreign ports by way of New Orleans and the Gulf Intracoastal Waterway.

Construction of the system was funded by Congress at a cost of $1.2 billion and opened in 1971. June 5, 2021 marked the MKARNS 50th Anniversary. The MKARNS is open 24/7/365, and ships 11-12 million tons of bulk product annually, designating it as high-use system. Primary commodities shipped include iron and steel, chemical fertilizer and other chemicals, petroleum products, coal and coke, sand, gravel and rock, soybeans, wheat and other grains, forest products and minerals, farm products/minerals, and project cargo such as manufacturing equipment or machines that are generally too large to ship by rail or truck. Eighteen locks and dams enable bulk commodities to traverse the 445-mile system. The five dams located in Oklahoma provide numerous benefits including flood control, water supply, hydropower generation, recreation, fish and wildlife conservation and, most importantly, navigation.



The 2022 tonnage transported on the Oklahoma segment was 4.7 million tons (valued at $1.3 billion), without which as many as 188,367 additional trucks would have moved on Oklahoma's highways, interstates and bridges. While a significant and growing volume of freight is transported by the waterway, the representative tonnage is less than 1% of the total annual freight in the State of Oklahoma. While the system is underutilized, economic studies have shown that the competition and choice the system provides between transportation modes reduces shipping costs by 15%.

There is a need for considerable federal investment in the MKARNS, and fortunately in 2022, the MKARNS received additional federal funding provided by the Infrastructure Investment and Jobs Act (IIJA) Corps Spend Plans; the FY2022 Corps Work Plan; and the President's FY2023 Budget Request. This included funding for the critical "Three Rivers Project", funding the project to completion. An additional $141 million in appropriations was also awarded to the MKARNS to address the ongoing backlog of critical maintenance, which currently totals $160 million. Continual federal investment will ensure the reliability and sustainability of this system.

Ports

There are 31 terminal facilities along the MKARNS within Oklahoma, and most of those facilities are clustered along the Ports of Catoosa and Muskogee, the two public ports on the Oklahoma segment of the system. The Ports have rail and highway access to facilitate the movement of freight in and out of their industrial parks where industries lease property from the ports and ship liquid, bulk materials, and project cargo from across the globe. Oakley's Port 33 is the largest private port located 13 river miles downstream from the Port of Catoosa. The other ports and terminals in Oklahoma include, Consolidated Grain and Barge located within Oakley's Port 33, the Port of Dunkin and Webbers Falls, Frontier Terminal and Georgia Pacific, LLC (located downstream from the Port of Muskogee), and Livestock Nutrition at the Port of Keota.

Oklahoma's port facilities are equipped to efficiently transfer incoming cargo to the next mode of transportation. Oakley's Port 33 and the Port of Keota can move barges with their own harbor towboats, while the two public ports have the additional benefit of rail infrastructure, which allows them to rail switch to mainline railroads using their own locomotives and internal tracks. Additionally, the Port of Catoosa handles services to and from pipelines. Both public ports are located within 12 miles of their respective-city airports, and most ports have direct access to multiple interstates, state highways, and turnpike facilities.

The Oklahoma Department of Transportation is responsible for promoting the MKARNS for transporting goods, in addition to assisting in the attraction and location of waterways-related industries, assisting and coordinating public and private entities in the development of river port and harbor facilities, and pursuing federal funding for necessary improvements to the system.

Office of Mobility & Public Transit

The Office of Mobility & Public Transit (OMPT) is responsible for the oversight and administration of the following Federal Transit Administration's (FTA) programs, named for the section of the federal statute 49 U.S.C. where they were created:

- Section 5303: Metropolitan Transportation Planning Program
- Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities
- Section 5311: Formula Grants for Rural Areas
- Section 5329: State Safety Oversight Program
- Section 5339: Buses and Bus Facilities Formula Program

Additionally, ODOT's OMPT is responsible for the development and oversight of State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, with the opening and operation of the Oklahoma City Streetcar in 2018.

The office was also charged with promulgating rules and procedures for innovative transit pilot programs, developing a comprehensive statewide transit policy plan (completed in December 2020), and managing a mobility ride connect call center with the passage of HB 1365 in 2019.

The development of the transit policy plan revealed that existing levels of investment in Oklahoma's public transit system are insufficient to meet current service needs. According to an analysis conducted for this plan, the investment needed to meet the identified needs in transit service operations in Oklahoma would require $126.7 million annually. Current public transit services in Oklahoma only meet about 50% of the overall mobility needs of Oklahomans. This unmet need is expected to increase significantly as demographics across the state change over the next 20 years and lead to even greater gaps in mobility access.

Key findings that the plan identified are as follows:

- Transit agencies in urban areas face challenges keeping pace with population growth.
- Public transit does not adequately serve rural populations.
- Funding remains a key barrier for transit improvements in many areas throughout the state.
- Improved coordination of transportation services is needed between transit and human service transportation providers.

According to Oklahoma State University, public transit currently impacts the state's economy at $815 million annually. Doubling of transit services by 2040 would result in an estimated $1.6 billion per year in economic growth. The federal funding bill, IIJA has increased programmed funding above the previous federal transportation bill by about 43% (estimated) when comparing FFY 2021 to FFY 2022, and increased the availability of discretionary grants. Increased state and local match to access these funds is needed to leverage these federal funds, and the Oklahoma Legislature provided $5 million in additional dollars to assist. This increased need in funding will continue for the life of the IIJA bill to ensure all federal funds can be expended.

Rural and Urban Public Transportation

Transit evokes the image of a large bus running up and down an urban city street, but urban buses are only a portion of the broader picture. Oklahoma's large urban systems (serving communities with populations of 50,000 or more) are directly funded by the FTA, along with city and state funds, but ODOT is responsible for administering Rural Transit funds. Many of the rural public transportation operators in Oklahoma use standard minivans and buses and provide services to Oklahoma's disabled populations under the Americans with Disabilities Act (ADA). Just as the urban and rural vehicles differ, so too does their funding structure. These funding sources include federal, state, private and nonprofit sources, as well as local funding.

In Oklahoma, 19 rural public transportation systems operate in all 77 counties statewide, though not all communities in those counties have access to transit service. In fiscal year 2022, these rural transit systems provided more than 1.74 million trips. Twelve percent of those trips were made by persons who are elderly or disabled.

Funding Rural Transit

The financial assistance programs that are administered by ODOT's Office of Mobility & Public Transit include funding from the federal government and from Oklahoma's Public Transit Revolving Fund. In fiscal year 2023, the federal Rural Area Formula Grant Program (Section 5311) provided nearly $21 million in formula funding for public transportation services in Oklahoma's rural areas. The state's Public Transit Revolving Fund provided $7.5 million to Oklahoma's rural transit programs.

Urban Public Transit

Urban public transportation systems serve communities with populations of 50,000 or more. In Oklahoma, urban public transportation providers are currently operating in Oklahoma City, Tulsa, Edmond, Norman and Lawton. Their services include transportation for the general public, along with more specialized services for citizens who are elderly and/or have a disability.

The Fort Smith, Arkansas metropolitan area includes portions of Sequoyah and LeFlore counties in eastern Oklahoma. CityLink Edmond receives urban funding from a portion of the funding received by Oklahoma City. The federal Urban Area Formula Grant Program (Section 5307) provided $25.02 million in fiscal year 2023 funds to urbanized areas in Oklahoma. The Federal Transit Administration apportions this amount based on the percentage of population attributable to the states in the urbanized area, as determined by the latest census. The state's Public Transit Revolving Fund provided $3.2 million to Oklahoma's urban public transit programs.

Oklahoma Transit Providers

Urban:

- EMBARK
- Tulsa Transit
- Citylink Edmond
- City of Norman
- Lawton Area Transit System (LATS)
- Enid Transit

Tribal:

- Cheyenne & Arapaho Transit Program
- Muscogee (Creek) National Tribal Transit
- Chickasaw Nation Transportation Services
- Choctaw Nation Tribal Transit
- Comanche Nation Transit
- Kiowa Fastrans
- United Keetoowah Band Transit
- Citizen Potawatomi Nation Tribal Transit
- Seminole Nation Transit
- White Eagle Transit

Rural:

- First Capitol Trolley
- OSU/Stillwater Community Tran-sit System
- Muskogee County Public Transit Authority
- Central Oklahoma Community Transit System COTS)
- Cherokee Strip
- Cimarron Public Transit System
- JAMM Transit
- KO BOIS Area Transit System

Rural (Continued):

- MAGB Transportation
- Pelivan Transit System
- Red River Public Transportation Service
- Southern Oklahoma Rural Transit System (SORTS)
- Beaver City Transit
- Call A Ride Public Transit
- Delta Public Transit
- LIFT Transit
- Southwest Transit
- The Ride (City of Guymon)
- Washita Valley Transit

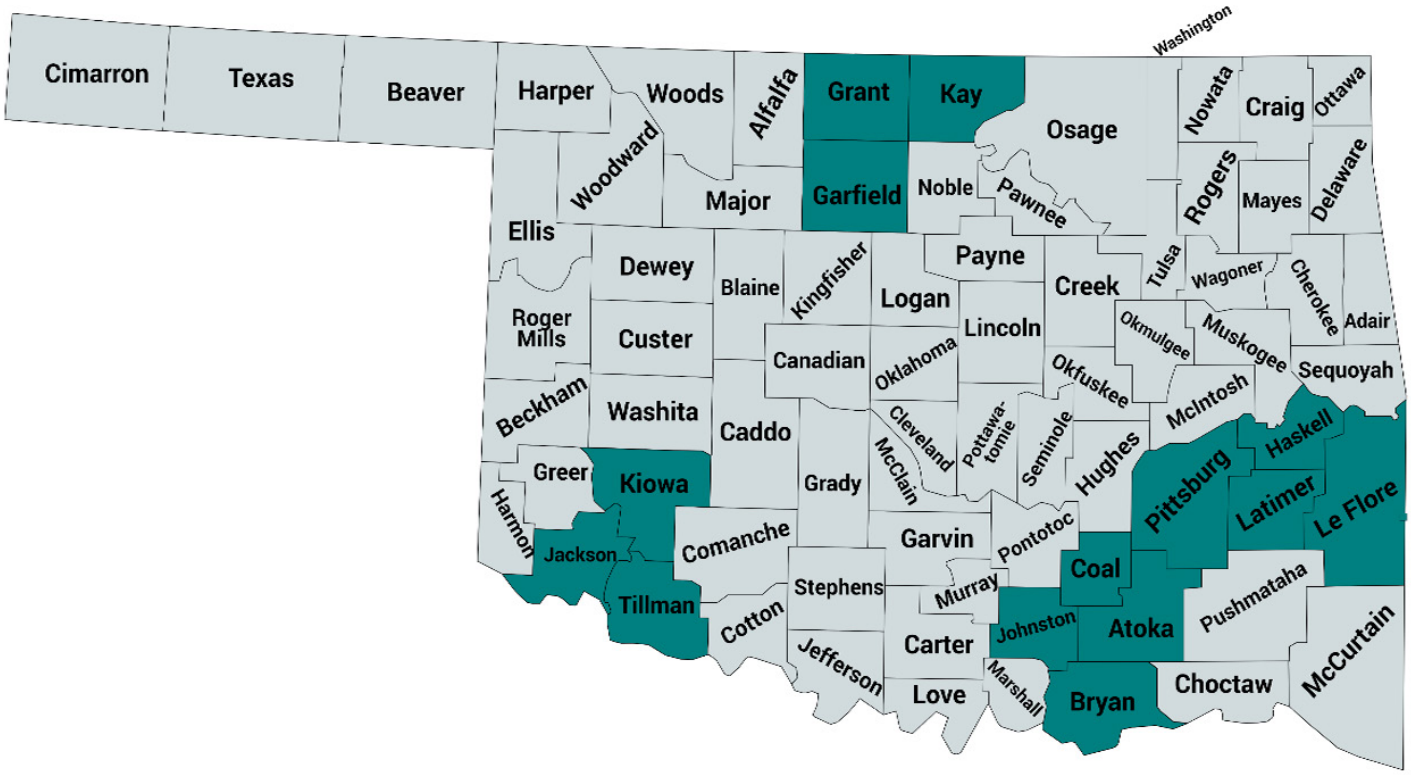
Mobility Management

Improved coordination of transportation services between transit and human service transportation providers was identified as a need in the Oklahoma Transit Policy Plan.

ODOT is implementing Mobility Management, which is to improve coordination among public transportation and other transportation service providers to enhance transportation access for people beyond those served by one agency or organization within a community, usually health or human services providers, sometimes provided by state or local agencies, other times by non-profit groups embedded in different communities. Oklahoma currently has three Mobility Management Pilot Programs in the state (denoted in green), with five more to be launched in 2024.

To serve the entire state, 17 additional programs would need to be created. The estimated cost of each Mobility Management program is $100,000 annually. A statewide mobility management program is estimated to have a program cost of $2.5 million per year.

Mobility Management Pilot Programs - Oklahoma



Active Transportation

Active Transportation describes all human-powered forms of travel, such as walking and cycling. The Active Transportation Program was moved to the Multimodal Division in Fall 2021. This move to Multimodal allows for better coordination between alternative transportation modes and enhances active transportation opportunities in Oklahoma. Multimodal works closely with transit providers and Councils of Governments to fully understand the potential barriers that active transportation users face. The following are the Department's Active Transportation priorities:

Continuing to implement the Americans with Disabilities Act (ADA) Transition Plan and updating existing sidewalks and access points to ADA standards.

ODOT staff meet regularly with the Statewide Active Transportation Committee. This committee provides local and regional feedback to ODOT about bicycle and pedestrian concerns and shares programs that are going on in their area.

Accomplishments for active transportation include the designation of Route 66/SH 66 as a United States Bicycle Route and the first ever Oklahoma statewide Active Transportation Plan. This plan has received public review and comments, and will be completed soon.

Additional info can be found at okatp.org.

Ongoing efforts include working in cooperation with local governments to enhance bicycle and pedestrian facilities. In general, funding for these bicycle and pedestrian improvements is from a combination of federal, local and private and/or non-profit sources. Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, bicycle routes, and sidewalks. The planning and implementation of bicycle and pedestrian improvements are typically completed at the local government level, and/or through a Metropolitan Planning Organization (MPO).

Passenger Rail Transportation in Oklahoma

The Oklahoma Department of Transportation manages Oklahoma's Heartland Flyer passenger rail service. The Heartland Flyer is a favorite among Amtrak passengers. The route between the Santa Fe Depot in Oklahoma City and the Fort Worth inter-modal Transit Center is 206 miles. Intermediate stops on the route in Oklahoma are Norman, Purcell, Pauls Valley and Ardmore, as well as Gainesville in Texas. The Heartland Flyer is a state-sponsored, Amtrak-operated train with Texas and Oklahoma sharing support of this service. The southbound Heartland Flyer is designated as Amtrak train #821 with the northbound being #822.

The Heartland Flyer departs Oklahoma City at 8:25 a.m., arriving at Fort Worth mid-day. The train returns to Oklahoma City in the evening. Amtrak operates daily under Section 403(b)3 of the Rail Passenger Service Act (RPSA) states and other governmental agencies are permitted to partner with Amtrak to operate passenger trains of local interest. Under these provisions, Amtrak operates the service but is reimbursed a reasonable share of the service's loss by the sponsors, ODOT and TXDOT. Current Amtrak policy is to charge 100% of deficits to the sponsor. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) further refined the local sponsorship provisions by requiring Amtrak to establish a "standardized methodology for establishing and allocating the operating and capital costs" for the locally sponsored services.

A new opportunity was created in IIJA to facilitate the development of intercity passenger rail corridors. The program called the "Corridor Identification and Development Program" is for comprehensive planning and development that will guide rail development and create a pipeline of intercity passenger rail projects ready for implementation. Kansas DOT in cooperation with ODOT was recently awarded a Corridor ID Grant to begin necessary work to extend the existing Heartland Flyer from the dead end in Oklahoma City, extending north to Newton, Kansas. This work includes updated estimates and a Service Development Plan.

HEARTLAND FLYER

821	◂ Train Number ▸					822
Daily	◂ Normal Days of Operation ▸					Daily
R	◂ On Board Service ▸					R
Read Down	Mile			Symbol		Read Up
8 25A	0	Dp	Oklahoma City, OK (CT)	♿ QT	Ar	9 23P
8 49A	20	↓	Norman, OK	♿	↑	8 48P
9 06A	35	↓	Purcell, OK	♿	↑	8 31P
9 31A	57	↓	Pauls Valley, OK	♿	↑	8 05P
10 23A	102	↓	Ardmore, OK	♿	↑	7 12P
11 05A	141	↓	Gainesville, TX	♿	↑	6 31P
12 23P	206	Ar	Fort Worth, TX (CT)	● ♿ QT	Dp	5 25P

District 1

Roundabout in Tahlequah on US-62 and SH-82:

District 1's new and only roundabout broke ground in February 2023 and opened within the year on August 24. Allowing for seamless travel between US-62 and SH-82, this $5.8 million project improves safety for all users by significantly reducing the possibility for angle crashes and removing the need for changing lanes to exit the highway via intersection.

District 2

Calera Intersection Replaced with US-69/75 Overpass:

In the Town of Calera, the intersection of Main Street and US-69/75 has been transformed into a highway overpass for the safety of all travelers. Local traffic no longer has to interact with the high volume of commercial trucks on this major freight corridor, which connects the northern and southern regions of the Midwest. This overpass also ensures the safety of the commercial travelers who transport high volumes of goods and materials for a variety of industries including manufacturing, agriculture, and food processing.

District 3

Emergency Response to I-35 Bridge Damage in Purcell:

In January 2023, a caterpillar scraper illegally driving on Hwy-39 in Purcell struck all 10 beams under a divided, 14'8", I-35 bridge (north and southbound have five beams each). District 3 crew members were notified within minutes and took immediate action to close the outside lanes and an emergency response was launched within District 3 and ODOT Bridge. Ultimately a specialty company from Washington state was contracted to perform a process called, flame straightening. True to its name, this repair involved heating and applying pressure to straighten all 10 steel beams, a process that took 14 days to complete. Thanks to all involved the bridge will remain safe through the remainder of its service life.

District 4

I-35 Bridge Raisings in Kay County:

Using an innovative hydraulic jack procedure, eight bridges were raised over I-35 in Kay County to prepare for future resurfacing on the interstate. Pavement resurfacing will decrease the vertical clearance between the road and underside of the superstructure. These eight bridges had lower clearances due to their age but were still structurally sound, therefore tearing them down to add inches was not a cost-effective option. This hydraulic jack method not only lifted the bridge without stressing the structure, but also took place without road closures. A combination of steel and concrete were inserted to add clearance meeting modern specifications. This process took place between 2022 and 2023 and saved the Department millions of dollars.

District 5

US-270 4-Lane Divided Highway:

Maintaining course for this long-term effort since the early 2000s, District 5 has completed two projects as of 2023 that further transform US-270 into a four-lane divided highway. Concurrent with State Highway 3, this essential corridor is a portion of the Northwest Passage that serves as a direct line from Oklahoma City to the Panhandle and surrounding states beyond. Within the next few years, District 5 is scheduled to start the final two four-lane projects that remain for the stretch across Dewey and Blaine County.

District 6

US-54 Resurfacing in Guymon:

Fall 2023 marked the beginning of the major resurfacing project between Guymon's SW 5th Street and Hurliman Road. Local and state officials gathered with Oklahoma Transportation Secretary Tim Gatz for a ground breaking ceremony on September 15. As a major thoroughfare, US-54's improvements will provide smoother travel for commuters, visitors, and commercial freight.

District 7

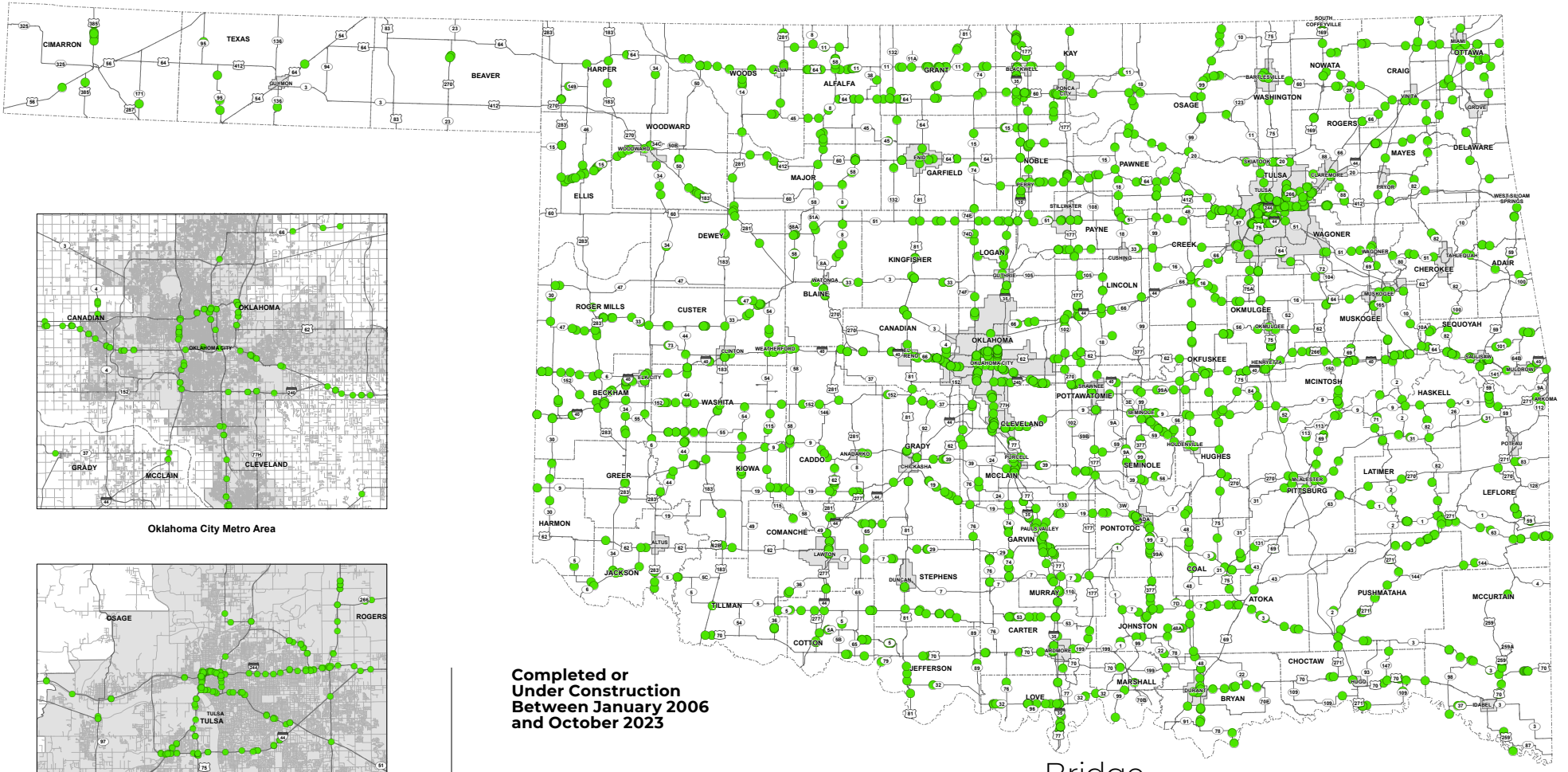
I-35 Mile Markers 1 to 3 Widened to Six Lanes:

In Love County, three miles of I-35 were widened to six lanes. I-35 in central/southern Oklahoma is becoming a significant national freight route. The halo of the Texas Triangle mega region is rapidly expanding to connect with the Central Plains mega region of Oklahoma, Kansas and Missouri. Expanding I-35 from four lanes to six lanes supports the increased traffic volumes and commerce associated with this regional growth. ODOT and TxDOT are partnering on a future project to construct new Red River bridges, and widen I-35 to six lanes between the Red River and Oklahoma's Mile Marker 1. These vital capacity additions promote safe and efficient travel between these neighboring states.

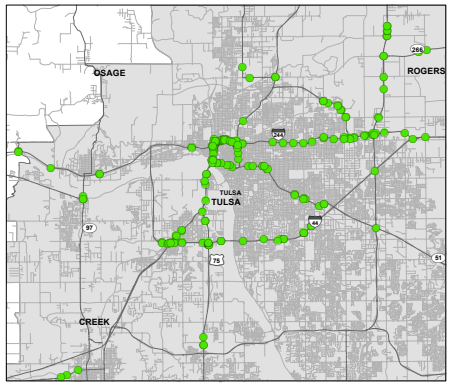
District 8

SH-123 Caney River Bridge:

The SH-123 bridge over the Caney River in Bartlesville has been rebuilt and moved one block east of its original location and now connects with Delaware Avenue. The old truss bridge with a 10-ton posted load limit was structurally deficient and had to be removed. However, to protect the Carr-Bartles Mill and Dam in the area, which are on the National Register of Historic Places, District 8 had to remove the original bridge as a single unit using two cranes.



Oklahoma City Metro Area



Tulsa Metro Area

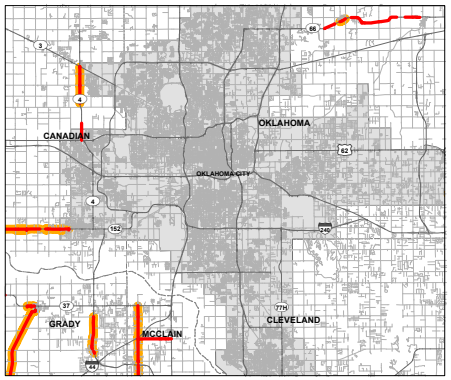
Completed or Under Construction Between January 2006 and October 2023

- *Replacements / Major Rehabilitation*
- *Highways*
- *Urban Areas*
- *Counties*

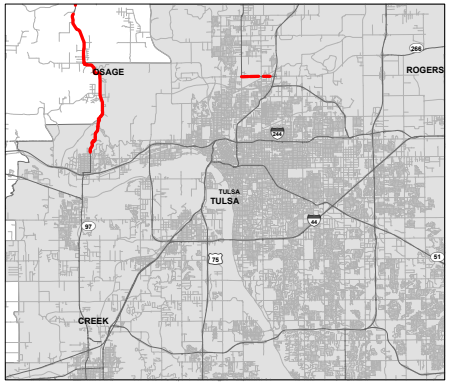
Bridge Replacements/ Major Rehabilitation Projects (1,925)

State Highway System Bridges Only

NOTE: The information provided is generated from the National Bridge Inventory system. Some of the identified bridges are either under construction or have been recently constructed.



Oklahoma City Metro Area



Tulsa Metro Area

2 Lane Highways With Deficient Shoulder ***(5248 mi)***
Work Plan Construction ***(1100 mi)***
Highways
Urban Areas
Counties

Two-Lane Highways Without Paved Shoulders

OKLAHOMA
Transportation

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